

ICAO European Regional Aviation Safety Plan

2026-2028

Final

Volume II Safety Actions



ICAO



EASA

Status: 01 September 2026

Volume II groups all EUR RASP actions, allocated to different sub-chapters as per organizational/operational domain.

New or fully revised safety actions are included with **red text** for reference. Other changes are highlighted in **grey**.

1. Organizational challenges

This area addresses system-wide problems affecting aviation. In most scenarios, these problems are related to human factors, human performance limitations, competence of personnel, socio-economic factors or to deficiencies in organizational processes and procedures, whether at authority or industry level.

This area also includes the impact of security on safety.

1.1 Improve safety by improving safety management

Safety management is a strategic priority. Even though last years have clearly brought continued improvements in safety across every operational domain, recent accidents underline the complex nature of aviation safety, the importance of hazard identification and associated risk mitigation, and the significance of addressing human factor/human performance aspects. Authorities and aviation organizations should have (safety) management systems (SMS/SSP), implement robust Safety Risk Management (SRM) principles and include whenever possible short-loop safety monitoring processes.

The SMS/SSP principles will be strengthened through SMS/SSP implementation supported by ICAO Annex 19.

The safety actions in this area **also** focus on strengthening the safety oversight capabilities of States. Annex 19 introduced the concept of risk-based oversight with the objective of addressing safety issues with a consideration to efficiency.

The following are enablers of a robust safety oversight system:

- ability and determination to conduct effective oversight;
- ability to identify risks through a process of collecting and analysing data;
- ability to mitigate the identified risks in an effective way, implying measurement of performance and leading to continuous improvement;
- willingness and ability to exchange information and cooperate with other States' Competent Authorities;
- ability to ensure the availability of adequate personnel, where 'adequate' includes the notion of sufficient training and proper qualification; and
- focus on the implementation of effective management systems in industry, wherever required by the regulations in force.

The safety actions in this area are also aimed at improving accident investigation capacities of the States.

EUR.SMT.0007	SMS Assessment
<i>States should regularly monitor status of compliance with SMS requirements of their industry and increase the SMS maturity level.</i> <i>States should make use of the available tools to support risk- and performance based oversight. States should provide feedback to the tool developers on how they are used, for the purpose of standardisation and continual improvement of the assessment tool.</i>	
Status	<i>Ongoing</i>
Reference(s)	<i>ICAO Annex 19</i> <i>ICAO DOC 10161 GASR, App A ORG, Part 3, Industry, SEI-46 – Improvement of industry compliance with applicable SMS requirements</i> <i>SMICG SMS Evaluation Tool¹</i> <i>EASA Management System assessment tool²;</i> <i>SM0001 Industry Standard</i>
Dependencies	<i>GASP Goal 3</i> <i>EPAS MST.0026</i>
Affected stakeholders	<i>AOC fixed wing, AOC rotorcraft, ATCO, ANSP, Aerodrome, etc.</i>
Owner	<i>CAAs</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Incorporation of the tools into national processes</i>	<i>2027</i>
<i>Feedback on the use of the tools</i>	<i>2028</i>
CHANGES SINCE LAST EDITION	
<i>Timelines updated</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>n/a</i>

¹ https://www.skybrary.aero/index.php/SM_ICG_SMS_Evaluation_Tool

² <https://www.easa.europa.eu/document-library/general-publications/management-system-assessment-tool>

EUR.SMT.0020 Enhance Safety Oversight capacity

To further strengthen the oversight capacity, States should address the following organizational challenges:

(a) Provision of sufficient resources / funding to CAAs and AIAs

States should establish a mechanism to ensure that

Each safety oversight/ investigation authority has sufficient financial resources to meet its national and international obligations and possess required level of independence in acquiring funds and making financial expenditure decisions.

Each safety oversight entity/investigation authority is able to attract, recruit, and retain sufficiently qualified/experienced technical personnel. The mechanism should include active role of the safety oversight entity/investigation authority in the selection and recruitment of the personnel.

(b) Availability of sufficient and competent personnel in CAAs and AIAs

States should establish a mechanism to ensure each safety oversight authority has sufficient and competent personnel to meet its national and international obligations.

Each safety oversight entity/investigation authority should establish and implement policies (code of conduct) and procedures to ensure that its staff acts with independence and integrity and without perceived or potential conflict of interest.

(c) Cooperative oversight in all sectors

States should ensure cooperation where the oversight of an organization involves more than one State, to ensure that those activities are adequately overseen, either with or without an agreed transfer of oversight tasks.

(d) Organizations' (safety) management system in all sectors

States should foster the ability of CAAs to assess and oversee the organizations' (safety) management system in all sectors. This will focus in particular on safety culture, the governance structure of the organization, the interaction between the risk identification/assessment process and the organization's monitoring process, the use of inspection findings and safety information such as occurrences, incidents, and accidents. This should lead CAAs to adaptation and improvement of their oversight system.

Status	Ongoing
Reference(s)	ICAO Annex 19 ICAO DOC 10161 GASR, App A ORG, Part 1, States, SEI-1 to SEI-5, SEI-7 to SEI-10, SEI-15 to SEI-19
Dependencies	GASP Goal 2 and 3 EPAS MST.0032

Affected stakeholders AOC fixed wing, AOC rotorcraft, ATCO, ANSP, Aerodrome, etc.

Owner CAAs and AIAs

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Update NASP to address these organizational challenges	2026
Define and/or improve the methodology for calculation of staffing needs	2026
Establish cooperative arrangements in the area of aviation safety oversight and investigation with other States. Maximize benefits or consider joining, as applicable, RSOOs and RAIOS	2027
Define competency-based requirements for the inspectors and technical support personnel	2027
Define comprehensive training programmes and establish training plans for the inspectors and technical support personnel	2027
Develop/improve policies on the code of conduct and associated guidance materials/job aids to assist inspectors and technical staff conducting their responsibilities with independence, integrity and without perceived or potential conflict of interest.	2027

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Improve safety by improving safety management

Develop/improve guidance materials/job aids and enhance inspector's competencies in area of acceptance and continuous improvement of safety management systems for service providers 2028

Perform a review and, if necessary, reorganization of the financing schemes for aviation safety oversight and investigation 2028

CHANGES SINCE LAST EDITION

Fully revised

MONITORING

Monitoring activities

Related SPIs

EUR RASP Implementation report

n/a

EUR.SPT.0061	Improvement in the dissemination of safety messages
<i>Improve the dissemination of Safety Promotion and training material produced by authorities and industry. Establish regular communication channels, e.g. safety workshops.</i>	
Status	<i>Ongoing</i>
Reference(s)	EASA Community Sites – Air Ops , Rotorcraft and General Aviation . Conversation Aviation LinkedIn Group (for CAT Fixed Wing). ESPN-R LinkedIn Group (for Helicopter Ops).
Dependencies	GASP Goal 1 EPAS MST.0025
Affected stakeholders	<i>AOC fixed wing, AOC rotorcraft, ATCO, ANSP, Aerodrome, etc.</i>
Owner	<i>CAAs, Service providers</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>A system of regular communication channels for safety promotion and training materials established at the national and industry level</i>	<i>2028</i>
CHANGES SINCE LAST EDITION	
<i>Generalized for all categories of operations, moved from general aviation</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>TBC</i>

EUR.SMT.0062	Develop Safety Culture in Aviation
<i>CAAs should include in their SSPs provisions for Safety Culture in all operational domains to encourage occurrence reporting.</i>	
Status	<i>Ongoing</i>
Reference(s)	ICAO DOC 10161 GASR, App A ORG, Part 1, States, SEI-37 Strategic collaboration with key aviation stakeholders to support and enhance safety management activities and SEI-44 – Regional collaboration with key aviation stakeholders to support safety performance measurement and monitoring and safety risk management capabilities/methodologies See EUR RASP Annual Implementation reports: https://www.icao.int/EURNAT/EUR-RASP For All – Lifecycle of an Occurrence Report. For All – Safety Map of the World – Specifically Mindset and Culture. For Air Ops – Articles every edition – Conversation Aviation Magazine. For Rotorcraft – Capture Errors and Learning. For GA - Sunny Swift – Sharing Experiences to Improve Safety. For GA – Wendell's Quest – Understanding Safety.
Dependencies	<i>GASP Goal 3</i> <i>EPAS MST.0027</i>
Affected stakeholders	<i>AOC fixed wing, AOC rotorcraft, ATCO, ANSP, Aerodrome, etc.</i>
Owner	<i>CAAs</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Safety actions to promote safety culture included and delivered under NASP</i>	<i>2028</i>
CHANGES SINCE LAST EDITION	
<i>Generalized for all categories of operations, moved from general aviation. New output. Updated timelines.</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>TBC</i>

EUR.SPT.0099	Promotion of ISO QMS requirements for management systems of selected aviation service providers
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Based on the developed recommendations States should promote the implementation of selected QMS requirements by its stakeholders/service providers.

Status	<i>Ongoing</i>
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Reference(s)	<u>ISO 9001:2015 Quality Management Systems</u> AS/EN 9100:2018 Certification of Quality Management Systems in Aviation, Space, and Defence Organizations ICAO Annex 4, 2.17; Annex 3. 2.2.2; Annex 14, v1, 2.1.1., Appendix 5 ; Annex 15 para 3.6; Annex 11 Chapter 2, 2.34; Appendix 7 para 5; Annex 8 para 6.4 Annex 1, Appendix 2 para 4; Annex 6 part 1 8.7.4, Attachment F, para 4.5; Annex 8, para 6.4.2; Relevant parts of EU Regulations on management systems (see EASA Management System Assessment Tool for details) <u>EUR DOC 048 Guidance on the harmonized implementation of QMS in aviation and related oversight</u>
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Dependencies	<i>n/a</i>
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Affected stakeholders	<i>AOC fixed wing, AOC rotorcraft, ATCO, ANSP, Aerodrome, etc.</i>
Owner	<i>CAAs</i>

EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Promotional campaign by States for service providers</i>	<i>2027</i>

CHANGES SINCE LAST EDITION	
<i>Status changed and deadline extended</i>	

MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>n/a</i>

1.2 Human factors and human performance

Human factors and the impact on human performance, as well as medical fitness are strategic priorities. As new technologies and/or operating concepts emerge on the market and the complexity of the system continues increasing, it is of key importance to properly assess human factors and human performance, in terms of both limitations and its contribution to delivering safety, as part of the safety management implementation.

EUR.SMT.0009	Implement HF competency framework for regulatory staff
<i>Ensure that regulatory staff and accident and incident investigation staff have the right skills, knowledge and attitude to deal with HF issues.</i>	
<i>Note: The EASA HF/CAG develops HF competency framework guidance material and tools to use.</i>	
Status	<i>Ongoing</i>
Reference(s)	<i>ICAO Human Performance Manual (ICAO Doc 10151) ICAO Safety Management Manual (ICAO Doc 9859)</i>
Dependencies	<i>GASP Goal 3 EPAS SPT.0115 EPAS MST.0037</i>
Affected stakeholders	<i>CAAs and AIAs</i>
Owner	<i>CAAs</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Competency framework fully implemented</i>	<i>2028</i>
CHANGES SINCE LAST EDITION	
<i>Owner and deadlines are updated, combined with EUR.SMT.0090</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>n/a</i>

1.3 Competence of operational personnel

EUR.RMT.0023	Extend Competency-based Training and Assessment to all licences and ratings and extension of Threat and Error Management (TEM) principle to all licences and ratings	
The principles of CBTA shall be transferred to all licences and ratings, and the multi-crew pilot licence (MPL) should be reviewed in order to address the input from the ICAO MPL symposium and the European MPL Advisory Board. Some action items for the GA, such as modular training and CBT, should be addressed as well.		
Status	Ongoing	
Reference(s)	Annex 1, 1.2.8.4-1.2.8.6, 2.13, 2.14, Appendix 3 Procedures for Air Navigation Services — Training (Doc 9868, PANS-TRG), Part II, Chapters 1,2, 3-8, Section 3 Appendix 1 and 2 to Chapter 1, Part III, Part IV	
Dependencies	GASP Goal 1 EPAS RMT.0194	
Affected stakeholders	CAA, Approved Pilot Training Organizations i.a.w. ICAO Annex 1, Air Operator Certificate Holders i.a.w. ICAO Annex 6. Pilots, Instructors (Flight Crew) i.a.w. ICAO Annex 1, Examiners (Flight Crew) i.a.w. ICAO Annex 1	
Owner	Non-EU States	
EXPECTED OUTPUT		
Deliverable(s)	Timeline	
Regulatory framework amended	2028	
CHANGES SINCE LAST EDITION		
Timelines extended		
MONITORING		
Monitoring activities	Related SPIs	
EUR RASP Implementation report	n/a	

EUR.SPT.0028		Promotion of the full range of careers and opportunities in the aviation industry of ICAO EUR Region	
<i>Help to address potential shortages of aviation professionals for the future aviation system within ICAO EUR Region by promoting the full range of careers and opportunities that are available.</i>			
<i>This covers the full range of aviation activities both on the ground and in the air.This action supports the implementation of the ICAO Next Generation of Aviation Professionals (NGAP) programme.</i>			
Status	Ongoing		
Reference(s)	ICAO NGAP		
Dependencies	EPAS SPT.0107		
Affected stakeholders	All		
Owner	CAAs and AIAs, Service providers		
EXPECTED OUTPUT			
Deliverable(s)			Timeline
Promotional web material and/or social media		2028	
CHANGES SINCE LAST EDITION			
Timelines extended			
MONITORING			
Monitoring activities			Related SPIs
EUR RASP Implementation report		n/a	

EUR.SMT.0102 Harmonize the English Language Proficiency Requirements Implementation

Safety investigations of various occurrences around the world show that the quality of verbally exchanged information is essential. Speaking the same language and understanding the aviation phraseology properly with at least minimum knowledge supports a safe, efficient and collaborative aviation environment and aviation operation around the world with all stakeholders involved. Ineffective radiotelephony communication resulting from inadequate implementation or oversight of Language Proficiency Requirements (LPRs) continues to represent a safety risk in international aviation operations. Variability in the implementation and oversight of ICAO Language Proficiency Requirements (LPRs) across States may lead to inconsistent safety performance and regulatory gaps.

Strengthened, harmonised and risk-based oversight of language testing, aviation English training, and regulatory implementation is therefore essential to mitigate communication-related operational risks and to ensure consistent application of ICAO Standards and Recommended Practices.

Thus, it is essential that States have timely implemented the latest developments and amendments of ICAO Annexes and Documents into their national legislation, processes, procedures and working guidelines. This includes also proper oversight of the affected aviation industry/stakeholders, like language testing organizations (LTO) and approved training organizations (ATO), airline, helicopter and airport operators, ground handling organizations and ANSPs.

Status	New
Reference(s)	Annex 1, Personnel Licensing Annex 10, Aeronautical Telecommunications Procedures for Air Navigation Services (PANS-ATM, Doc 4444) Manual on the Implementation of ICAO Language Proficiency Requirements (Doc 9835) Test Design Guidelines Handbook on the Design of Tests for the ICAO Language Proficiency Requirements (Doc 10197) Guidance on the Harmonized Implementation of Language Proficiency Requirements and its Oversight (EUR Doc 046)
Dependencies	GASP Goal 1 Achieve a continuous reduction of operational safety risks GASP Goal 2 Strengthen States' safety oversight capabilities Complementary to EPAS MST.0033 and other LPR-related actions Supports EUR RASPR-ORG 9 - Competence of operational personnel and language proficiency
Affected stakeholders	Civil Aviation Authorities (CAAs) Language Testing Organizations (LTOs) Approved Training Organizations (ATOs) Air Operators (AOC holders) Air Navigation Service Providers (ANSPs) Aerodrome Operators (where applicable)
Owner	States

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Establishment of a documented national review mechanism with defined responsibilities and periodic review cycles to systematically assess and incorporate ICAO LPR-related amendments and guidance material into national frameworks	2027
Update of national legislation, regulatory guidance, and oversight procedures aligned with ICAO Annex 1, Doc 9835, Doc 10197, EUR Doc 046	2028
Implementation of a formal, recurring oversight and validation framework for Language Testing Organizations (including test design review, rater/interlocutor	2028

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Competence of operational personnel

qualification oversight, and QA processes) aligned with ICAO Annex 1, Doc 9835, Doc 10197, EUR Doc 046

Implementation of structured oversight of Approved Training Organizations delivering aviation English training, including verification that training programmes appropriately address standard ICAO radiotelephony phraseology for pilots and ATCOs (Annex 10/ Doc 4444) and plain language in accordance with ICAO Doc 9835

2028

CHANGES SINCE LAST EDITION

New action added

MONITORING

Monitoring activities

Related SPIs

Level of participation in LPRI TF

n/a

EUR RASP Implementation Report

n/a

1.4 Impact of security on safety

The safety actions in this area are aimed at mitigating the security-related safety risks.

The safety actions in this area also include the mitigation of the risks posed by flying over zones where an armed conflict exists.

Managing the impact of security on safety is a strategic priority.

EUR.SMT.0103	Mitigating impact of GNSS RFI on civil aviation operations
<i>Interference with GNSS signals—whether through intentional jamming, unintentional disruption, or sophisticated spoofing—poses a growing challenge to aviation safety and operational continuity. Because modern flight operations increasingly rely on satellite-based navigation, surveillance, and timing, any degradation of GNSS performance can directly affect aircraft operators, air navigation service providers (ANSPs), and airports.</i>	
<i>For aircraft operators, GNSS interference can lead to loss of navigation accuracy, unexpected reversion to conventional navigation modes, increased pilot workload, and potential route deviations. For ANSPs, disruptions may compromise surveillance data integrity, reduce the reliability of performance-based navigation (PBN) procedures, and require tactical interventions that increase controller workload. Airports may experience operational delays, reduced runway capacity, and limitations in the use of GNSS based approach procedures such as RNP AR or LPV.</i>	
<i>As the aviation system transitions toward wider implementation of PBN—where precise, predictable, and continuous GNSS availability is a foundational requirement—addressing GNSS interference becomes critical. Mitigation strategies include monitoring and reporting mechanisms, resilient navigation architectures, alternative positioning and timing sources, and coordinated regulatory and technical responses at national and international levels.</i>	
<i>Ensuring the integrity and availability of GNSS signals is therefore essential not only for maintaining current operational safety but also for enabling the full benefits of future PBN based airspace design.</i>	
Status	New
Reference(s)	ICAO GNSS Manual (Doc 9849) ICAO Global Air Navigation Plan (GANP, Doc 9750) EUR-Regional-Performance-Based-Navigation-Implementation-Plan Commission Implementing Regulation (EU) 2018/1048 https://www.easa.europa.eu/en/domains/air-operations/global-navigation-satellite-system-outages-and-alterations European Aviation Action Plan for Ensuring Safe Operations during GNSS Interferences
Dependencies	GASP Goal 1, EPAS RES.0033
Affected stakeholders	CAAs, Air Operator Certificate Holders, Providers of Air Navigation Services, Operators of certified aerodromes
Owner	CAA/ANSP/OEMs
EXPECTED OUTPUT	
Deliverable(s)	Timeline
Provide guidance to operators regarding operations in a GNSS disrupted environment	2026
Develop, promote and monitor implementation of effective GNSS radio frequency interference (RFI) mitigation measures that ensure accuracy and reliability of service or effective adapted responses	2028

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Impact of security on safety

Improve resilience of GNSS systems to RFI events, as well as provide guidance on detecting GNSS jamming or spoofing, and maintaining safe and efficient aircraft operation in case of GNSS anomalies 2028

CHANGES SINCE LAST EDITION

New action added

MONITORING

Monitoring activities

Related SPIs

EUR RASP Implementation Report

N/A

EUR.SMT.0104		Minimize safety risk for PBN implementation	
The objective of this action is to implement performance-based navigation (PBN) within the region in a safe way and to harmonize airspace navigation by transitioning from traditional ground-based aids to satellite-driven area navigation (RNAV/RNP). This transition aims to enhance operational safety, increase airspace capacity, and improve environmental efficiency through more precise, flexible, and predictable flight paths.			
Status	New		
Reference(s)	ICAO PBN Manual (Doc 9613)		
	ICAO Procedures for Air Navigation Services (PANS-OPS, Doc 8168)		
	ICAO Global Air Navigation Plan (GANP, Doc 9750)		
	EUR-Regional-Performance-Based-Navigation-Implementation-Plan		
	Commission Implementing Regulation (EU) 2018/1048		
	ENV01- Continuous Descent Operations (CDO)		
	ENV03- Continuous Climb Operations (CCO)		
Dependencies	NAV03.1- RNAV 1 in TMA Operations		
	NAV10 - RNP Approach Procedures to instrument RWY		
	GASP Goal 1		
	EPAS IST.0005 - PBN implementation support		
Affected stakeholders	EPAS RMT.0761		
Owner	CAAs, Air Operator Certificate Holders, Providers of Air Navigation Services, Operators of certified aerodromes		
CAA/ANSP			
EXPECTED OUTPUT			
Deliverable(s)	Timeline		
Revised PBN Implementation Plan in Place	2027		
Revised regulatory framework in place	2028		
CHANGES SINCE LAST EDITION			
New action added			
MONITORING			
Monitoring activities	Related SPIs		
EUR RASP Implementation Survey	N/A		

EUR.RMT.0105		Information Security with safety impact	
The objective of this action is to strengthen information security across civil aviation. As digitalization accelerates, cybersecurity becomes increasingly critical. With more operational processes, communications, and data exchanges moving into digital workflows, all information shared within the aviation community must be resilient against cyber threats. To cope with future threats, robust regulations and processes must be established and consistently applied. This includes clear security requirements for digital systems, harmonized standards across stakeholders, mandatory risk management practices, and continuous oversight to ensure compliance. Strong regulatory frameworks create a common baseline of protection, reduce vulnerabilities, and support a coordinated, resilient response across the entire aviation ecosystem.			
Status		New	
Reference(s)		Manual on Aviation Information Security (ICAO Doc 10204) Global Cyber Risk Considerations (ICAO Doc 10213) Commission Implementing Regulation (EU) 2023/203 Commission Delegated Regulation (EU) 2022/1645	
Dependencies		GASP Goal 1, EPAS RMT.0753	
Affected stakeholders		CAAs, Air Operator Certificate Holders, Providers of Air Navigation Services, Operators of certified aerodromes/Apron management service providers, Ground handlers	
Owner		CAA/ANSP	
EXPECTED OUTPUT			
Deliverable(s)		Timeline	
Regulatory framework in place		2028	
CHANGES SINCE LAST EDITION			
New action added			
MONITORING			
Monitoring activities		Related SPIs	
EUR RASP Implementation Report		N/A	

EUR.SMT.0106 Risks posed to civil aviation operations over or near conflict zones

Conflict zones severely disrupt global aviation by forcing airspace closures, necessitating long, costly, and circuitous rerouting. These areas introduce significant safety risks—including missile threats and GNSS jamming/spoofing—while increasing fuel consumption, operating costs, and pilot workload. Consequently, airlines face reduced efficiency, and passengers experience longer, more expensive travel.

To mitigate these impacts, the global aviation community can strengthen collaborative risk assessment, enhance real-time intelligence sharing, and expand the use of resilient navigation technologies. Coordinated NOTAM dissemination, harmonized conflict zone advisories, and improved GNSS interference detection networks enable operators to make informed routing decisions. Investments in multi-sensor navigation systems, alternative PBN procedures, and robust contingency planning further reduce vulnerability to jamming and spoofing. At the strategic level, cooperation among States, ANSPs, and airlines supports consistent risk-based airspace management, helping maintain safe, efficient operations even in volatile regions.

Status	New
Reference(s)	Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones (ICAO Doc 10084) EASA Conflict Zone Information Bulletins (CZIBs) EASA Information Sharing & Cooperation Platform on Conflict Zones
Dependencies	GASP Goal 1 EPAS MST.0024
Affected stakeholders	CAAs, Air Operator Certificate Holders, Providers of Air Navigation Services, Operators of certified aerodromes
Owner	CAA/ANSP

EXPECTED OUTPUT

Deliverable(s)	Timeline
Risk Assessment Procedure in Place with proper mitigations	2028
Information Exchange Mechanism in Place	2028

CHANGES SINCE LAST EDITION

New action added

MONITORING

Monitoring activities	Related SPIs
EUR RASP Implementation Report	N/A

1.5 Civil-military coordination and cooperation

EUR.SMT.0034	Enhance Civil and Military Air Traffic Coordination
<i>Improve safety coordination between civil and military air traffic by promoting ICAO guidance (Doc 10088) and harmonized procedures.</i>	
Status	<i>Ongoing</i>
Reference(s)	<i>ICAO Doc 10088 ‘Manual on Civil/Military Cooperation in Air Traffic Management’</i>
Dependencies	<i>GASP Goal 1 EPAS MST.0024</i>
Affected stakeholders	<i>Air Operator Certificate Holders i.a.w. ICAO Annex 6, ATC providers</i>
Owner	<i>States</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Established/amend national regulations and procedures on effective civil military coordination considering ICAO guidance and regional best practices</i>	<i>2027</i>
<i>Promote the exchange of safety-related best practices and lessons learned through appropriate coordination and engagement activities</i>	<i>2028</i>
CHANGES SINCE LAST EDITION	
<i>Broadened the scope. Fully revised</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>TBC</i>

2. Flight operations — aeroplanes

This chapter groups all actions in the area of CAT by aeroplane (airlines and air taxi, passengers/cargo, aeroplanes of all mass categories), non-commercial operations with complex motor-powered aircraft (NCC), as well as specialised operations (SPO) involving aeroplanes of all mass categories. It starts with actions of general nature that can contribute to the mitigation of all R-HRCs and R-ORCs followed by subchapters on specific actions developed to address R-HRCs and R-ORCs and concluded by actions addressing other safety issues in the domain.

EUR.SPT.0046	Development of Safety Promotion material on high profile commercial flight operations safety issues	
Develop Safety Promotion material on high profile commercial flight operations safety issues (including, aerodromes, ground handling, maintenance and ATM/ANS). Such high profile safety issues are to be determined from important risks identified from the State’s Safety Risk Management process, accidents/ serious incidents and inputs from stakeholders.		
Status	Ongoing	
Reference(s)	EASA Air Ops Community. Conversation Aviation Magazine. National Aviation Safety Plan, State Safety Programme	
Dependencies	GASP Goal 1 EPAS SPT.0101	
Affected stakeholders	Air Operator Certificate Holders i.a.w. ICAO Annex 6	
Owner	CAAs	
EXPECTED OUTPUT		
Deliverable(s)	Timeline	
Workshop, leaflets, videos, web pages and/or applications	2028	
CHANGES SINCE LAST EDITION		
Merged with EUR.SPT.0071, EUR.SPT.0076 and EUR.SPT.0081.		
MONITORING		
Monitoring activities	Related SPIs	
EUR RASP Implementation report	n/a	

EUR.SMT.0043	Usage of flight data analysis (FDA) programmes for safety management at the national and industry levels
<i>States should maintain a regular dialogue with their operators on flight data analysis (FDA) programmes, with the objectives of:</i> <i>• promoting the operational safety benefits of FDA and the exchange of experience and lessons learned between subject matter experts; and</i> <i>• encouraging operators to make use of good practice documents produced by EOFDM and similar safety initiatives.</i>	
Status	<i>Ongoing</i>
Reference(s)	ICAO DOC 10161 GASR, App B OPS, Part 3, Industry, SEI-2, SEI-4, SEI-7, SEI-12, SEI-22 ICAO DOC 10000, Manual on Flight Data Analysis Programmes (FDAP) ESA-02 “GUIDANCE MATERIAL ON DEVELOPMENT OF FLIGHT DATA ANALYSIS PROGRAMMES (FDAP)” ESA-04 “Guidance for oversight of flight data analysis programs (FDAPs)” ESA-05 “Guidance on setting up a national Flight Data Monitoring forum” EASA guidance: EOFDM WGB – Guidance for the Implementation of FDM Precursors - Revision 4 (Initial issue, unedited) EOFDM WGC – Flight data monitoring, analysis techniques and principles (Initial issue, unedited)
Dependencies	GASP Goal 1 (operational) GASP Goal 3 EPAS SPT.0076 (completed) EPAS SPT.0112 (completed)
Affected stakeholders	<i>Air Operator Certificate Holders i.a.w. ICAO Annex 6</i>
Owner	<i>CAAs/AIAs/Industry</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Deliver promotion campaign on available guidance material</i>	<i>2027</i>
<i>A workshop dedicated to the exchange on lessons learned with the FDA specialists of air operators</i>	<i>2028</i>
CHANGES SINCE LAST EDITION	
<i>Merged with EUR.SPT.0044 and EUR.SPT.0047, revised</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>N/A</i>

EUR.SMT.0049 Oversight capabilities/focus area: flight time specification schemes	
<i>Ensure CAA inspectors are trained to approve and oversee operators' flight time limitation (FTL) and fatigue risk management (FRM) schemes. Focus audits on verifying effective fatigue risk management processes within operators' SMS.</i>	
Status	<i>Ongoing</i>
Reference(s)	<i>Annex 6 part I, 4.10 and Appendix 7, ICAO DOC Doc 9966 Manual for the Oversight of Fatigue Management Approaches</i>
Dependencies	<i>GASP Goal 2 EPAS MST.0034</i>
Affected stakeholders	<i>Air Operator Certificate Holders i.a.w. ICAO Annex 6- CAT</i>
Owner	<i>CAAs</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Develop guidance material to inspectors</i>	<i>2026</i>
<i>Organize training for inspectors in line with developed guidance</i>	<i>2027</i>
CHANGES SINCE LAST EDITION	
<i>Action, outputs and deadlines revised</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation Report</i>	<i>n/a</i>

EUR.SPT.0107 Promotion for Evidence-Based Training implementation

Evidence-Based Training (EBT) is a major safety initiative that arose from an industry-wide consensus that, in order to reduce the aircraft accident rate, a strategic review or recurrent and type-rating training for airline pilots was necessary. The aim of EBT is to train and assess the competencies required to operate safely and efficiently in a commercial air transport environment, while addressing the most relevant threats according to evidence collected in accidents, incidents, flight operations and training. The EBT Program seeks to drive pilots to master competencies, to enhance their confidence and to develop resilience managing unforeseen situations in stark contrast to traditional recurrent training and checking programs that train and evaluate “set piece” events, often found to lack relevance to modern aircraft.

Since the publication of ICAO Doc 9995, Manual of Evidence-Based Training in 2013, many States and regulators have adopted EBT into their regulations and have encouraged their operators to implement EBT. States are encouraged to promote and disseminate existing ICAO/IATA/EASA Evidence Based Training (EBT) implementation guides to ensure stakeholders consider the implementation of standardized and effective EBT practices.

Status *New*

Reference(s) *Procedures for Air Navigation Services — Training (Doc 9868, Chapter 2)*
Manual of Evidence-based Training (Doc 9995)
Evidence-Based Training Implementation Guide Edition 2
EBT Manual EASA

Dependencies *GASP Goal 1*

Affected stakeholders *AOC Fixed Wing, NAAs*

Owner *States, Industry*

EXPECTED OUTPUT

Deliverable(s)	Timeline
<i>Safety promotion activities to emphasize the EBT philosophy for the development of pilot competencies using operational evidence rather than legacy maneuver-based training</i>	<i>2027</i>
<i>AOC's to actively participate in industry working groups and best practice initiatives related to EBT development, training methodologies, and operational risk management</i>	<i>2028</i>

CHANGES SINCE LAST EDITION

New action added

MONITORING

Monitoring activities	Related SPIs
<i>EUR RASP Implementation Report</i>	<i>n/a</i>

2.1 Terrain collision

This risk area includes the controlled collision with terrain together with undershoot or overshoot of the runway during approach and landing phases. It comprises those situations where the aircraft collides or nearly collides with terrain while the flight crew has control of the aircraft. It also includes occurrences which are the direct precursors of a fatal outcome, such as descending below weather minima, undue clearance below radar minima, etc.

Placeholder

2.2 Loss of control in flight (LOC-I)

Loss of control usually occurs because the aircraft enters a flight regime which is outside its normal envelope, usually, but not always, at a high rate, thereby introducing an element of surprise for the flight crew involved. Prevention of loss of control is a strategic priority.

Aircraft upset or loss of control is the key risk area with the highest cumulative risk score related to fatal accidents in CAT aeroplane operations. It includes uncontrolled collisions with terrain, but also occurrences where the aircraft deviated from the intended flight path or intended aircraft flight parameters, regardless of whether the flight crew realised the deviation and whether it was possible to recover or not. It also includes the triggering of stall warning and envelope protections.

EUR.RMT.0024 Improve flight simulation training devices (FSTDs) fidelity

An ICAO harmonisation issue, as the main purpose is to include in the applicable legislation elements from ICAO Doc 9625 for the use of FSTDs in flight training. The task will also address three safety recommendations (SRs) and aims at including results and findings from the loss of control avoidance and recovery training (LOCART) and other working group results. Harmonisation with the Federal Aviation Administration (FAA) should be considered.

Subtask 1 - increase the fidelity of the provisions to support the approach-to-stall training, as well as of the new upset prevention and recovery training (UPRT) requirements (completed).

Subtask 2 - The main objective of Work Subtask 2 (SubT 2) is to review the technical requirements for training devices in order to:

- (1) reflect their actual capability and technology advancement in support of introducing the “task to tool” – concept for aeroplanes and helicopters; and
- (2) to enable special conditions for other categories of aircraft.

Subtask 3 - The main objective of Subtask (SubT 3) is to enable the crediting of training for flight crew using innovative training technologies, such as virtual reality. Additionally, it is aimed at developing more proportionate requirements for FSTD operators that operate only flight navigation and procedures trainers (FNPTs) and other simulation training tools, and at reviewing the initial qualification process of these FNPTs to transfer the responsibility to the training device manufacturer. Finally, the intention is to develop appropriate standards for new technologies, such as off-board instructor operating stations and secondary motion systems, also considering any special conditions developed in parallel to the rulemaking activity.

Status	<i>Ongoing</i>
Reference(s)	<i>ICAO DOC 10161 GASR, App B OPS, Part 3, Industry, SEI-2, SEI-2 – Mitigate contributing factors to LOC-I accidents and incidents at the national level EASA Decision 2018/006/R on 03/05/2018 (related to Subtask 1).</i>
Dependencies	<i>GASP Goal 1 EPAS RMT.0196</i>
Affected stakeholders	<i>Air Operator Certificate Holders i.a.w. ICAO Annex 6, Approved Pilot Training Organizations i.a.w. ICAO Annex 1, DTOs, Pilots, Instructors (Flight Crew) i.a.w. ICAO Annex 1, Examiners (Flight Crew) i.a.w. ICAO Annex 1.</i>
Owner	<i>Non-EU States/EASA</i>

EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework amended – Subtask 2</i>	<i>2027</i>
<i>Regulatory framework amended – Subtask 3</i>	<i>2028</i>

CHANGES SINCE LAST EDITION

Moved from general section on competency of operational personnel

MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>EUR.SPI.1.2.01.2</i>

EUR.SPT.0030	Promote Pilot Training for Upset Prevention and Recovery
<i>Support the implementation of upset prevention and recovery training (UPRT) regulations with safety promotion materials, such as videos and guides. These resources will help pilots, instructors, and training organizations understand and apply UPRT effectively to reduce loss-of-control incidents.</i>	
Status	<i>Ongoing</i>
Reference(s)	ICAO DOC 10161 GASR, App B OPS, Part 2, SEI-7 – Mitigate contributing factors to LOC-I accidents and incidents at the regional level Part 3, Industry, SEI-2, SEI-2 – Mitigate contributing factors to LOC-I accidents and incidents at the national level ICAO Doc 10011, Manual on Aeroplane Upset Prevention and Recovery Training EASA material https://www.easa.europa.eu/oversight-guidance-transition-ebt-mixed-checklist https://www.easa.europa.eu/community/topics/evidence-based-training
Dependencies	GASP Goal 1 EPAS SPT.0012
Affected stakeholders	CAAs, Approved Pilot Training Organizations i.a.w. ICAO Annex 1, Air Operator Certificate Holders i.a.w. ICAO Annex 6, Pilots, Instructors (Flight Crew) i.a.w. ICAO Annex 1, Examiners (Flight Crew) i.a.w. ICAO Annex 1
Owner	CAAs and AIAs
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Safety promotion material</i>	<i>2028</i>
CHANGES SINCE LAST EDITION	
<i>Revised for clarity, deadline is extended</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>EUR.SPI.1.2.01.2</i>

EUR.SPT.0031 Raise of awareness of the risk posed by icing in-flight and potential mitigations	
<i>Help to mitigate the risk of accidents and other occurrences due to icing in-flight by raising awareness of this safety Issue. This should include information on the situations where icing in-flight may occur and how flight crew can recognise some of the factors that might lead to accidents. Information should also be provided on the measures that operators and flight crew specifically can take to mitigate the risk of an accident occurring.</i> An EASA article on “Icing in Flight” was published on 11/12/2020 and can be consulted via that link: https://www.easa.europa.eu/community/topics/icing-flight. Further social media activity as follow up action is planned for 2021.	
Status	Ongoing
Reference(s)	ICAO DOC 10161 GASR, App B OPS, Part 3, Industry, SEI-2, SEI-2 – Mitigate contributing factors to LOC-I accidents and incidents at the national level https://www.easa.europa.eu/community/topics/icing-flight
Dependencies	GASP Goal 1 EPAS SPT.0109 (completed)
Affected stakeholders	Aircraft Operators - CAT i.a.w. ICAO Annex 6, Groundhandling Services Providers i.a.w. ICAO Annex 9 or Annex 14, Pilots
Owner	CAAs, EASA
EXPECTED OUTPUT	
Deliverable(s)	Timeline
Promotional Web Material and social media	2026
CHANGES SINCE LAST EDITION	
Timelines extended.	
MONITORING	
Monitoring activities	Related SPIs
EUR RASP Implementation report	EUR.SPI.1.2.01.2

2.3 Airborne conflict (mid-air collisions)

Airborne collision includes all occurrences involving actual or potential airborne collisions between aircraft, while both aircraft are airborne, and between aircraft and other airborne objects (excluding birds and wildlife). This also includes all separation-related occurrences caused by either air traffic control or cockpit crew, AIRPROX reports and genuine ACAS alerts. It does not include false ACAS alerts caused by equipment malfunctions, or loss of separation with at least one aircraft on the ground, which may be coded as ground damage if the occurrence meets the criteria and usage notes for those categories³.

³ Although there have been no CAT aeroplane airborne collision accidents in recent years within the EASA Member States, this key risk area has been raised by a number of Member States through the NoAs and also by some airlines, specifically in the context of the collision risk posed by aircraft without transponders in uncontrolled airspace. For EASA Member States airborne collision is the key risk area ranking highest with regard to its cumulative risk score (see ASR 2021) related to fatal accidents in CAT aeroplane and NCC operations.

EUR.SPT.0033	Prevent Airspace Infringements
<i>Launch a safety campaign or publish a safety promotion materials (or distribute existing ones) to reduce mid-air collision risks and airspace infringements. Promote awareness of airspace complexity and encourage the use of technologies like electronic conspicuity to enhance situational awareness.</i>	
Status	<i>Ongoing</i>
Reference(s)	ICAO DOC 10161 GASR, App B OPS, Part 3, SEI-13 – Mitigate contributing factors to MAC accidents and incidents at the service provider level EASA Preventing Mid-Air Collisions and iConspicuity. European Action Plan for Airspace Infringement Risk Reduction (EAPAIRR).
Dependencies	GASP Goal 1 EPAS SPT.0089 (completed)
Affected stakeholders	CAAs, Approved Pilot Training Organizations i.a.w. ICAO Annex 1, Air Operator Certificate Holders i.a.w. ICAO Annex 6, Pilots, Instructors (Flight Crew) i.a.w. ICAO Annex 1, Examiners (Flight Crew) i.a.w. ICAO Annex 1
Owner	CAAs
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Safety promotion campaign</i>	<i>2027</i>
CHANGES SINCE LAST EDITION	
<i>Revised for clarity and deadline is extended. Ownership changed</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	EUR.SPI.1.2.01.3

EUR.SPT.0098	Reinforce the appropriate reactions of flight crew in response to an ACAS resolution advisory (RA)
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Help to mitigate the risk of mid-air collision by providing safety promotion material and clear messages to pilots on the need to follow the instructions of the ACAS in high-risk situations.

States may make use of material developed by International, Regional Organization and industry.

IATA/IFALPA:

<https://www.ifalpa.org/media/3582/ifatca-ifalpa-joint-statement-on-tcas.pdf>

EASA material:

- <https://www.easa.europa.eu/community/topics/acas-ra-not-followed>

EUROCONTROL material:

- [Skybrary Airborne Collision Main Article](#).
- [Skyclip - Always Follow the RA](#).
- [ACAS Bulletins](#).

Airbus Safety First article

<https://safetyfirst.airbus.com/safe-handling-of-tcas-alerts/>

Status	<i>Ongoing</i>
Reference(s)	ICAO DOC 10161 GASR, App B OPS, Part 3, SEI-13 – Mitigate contributing factors to MAC accidents and incidents at the service provider level Safety Recommendations IRLD-2014-017; SWTZ-2014-489
Dependencies	EPAS SPT.0123 (completed)
Affected stakeholders	Aircraft Operators - CAT, Aircraft Operators - NCC, ATC Providers
Owner	CAAs
EXPECTED OUTPUT	
Deliverable(s)	Timeline
Safety Promotion campaign	2027
CHANGES SINCE LAST EDITION	
<i>Timelines extended.</i>	
MONITORING	
Monitoring activities	Related SPIs
EUR RASP Implementation report	EUR.SPI.1.2.01.3

EUR.SMT.0108 Effective implementation of EAPAIRR safety recommendations

Airspace infringements, also known as “unauthorised penetration of airspace”, is a major operational hazard that can result from the division of airspace into different classes and structures, with their associated procedures and services, and its joint use by different categories of users, often with competing objectives and different operational requirements and capabilities.

Infringements are not rare events in busy European airspaces and, without prompt action by air traffic controllers and pilots, could result in a loss of separation, or even mid-air collision. Recognising the severity of this threat to aircraft operations and the need to ensure the safe use of airspace and sustainable development of commercial, military and general aviation in the short, medium and long term, the major aviation stakeholder groups it was agreed that coordinated actions should be taken to control this aviation risk. The launch of the Airspace Infringement Safety Improvement Initiative in 2006 provided the vehicle for achieving this goal. The first Action Plan was initiated in 2006 and was the key deliverable of the European Airspace Infringement Initiative.

Twenty years after that publication the issue of Airspace Infringements are still present, as is the associated risk. Many local and regional initiatives have been running for a number of years. These have resulted in the sharing of many best practices and have gone some way to reducing the risk slightly: but they have come nowhere near to eliminating it. With a further developed aviation industry which has seen increased traffic in both General Aviation and Commercial Aviation and flexible use of Airspace by the military, the environment has changed as well. Other developments like the evolution of Flight Information Service, 8.33 kHz implementation, development of surveillance and detection equipment, changes in airspace structure and activations and last but not least the rapidly increasing professional and recreational drone activities may have an impact on the risk as well.

The ultimate goal is to implement a risk reduction action plan through the recommended safety improvement measures.

Status	New
Reference(s)	EAPAIRR V2.0, https://skybrary.aero/sites/default/files/bookshelf/1044.pdf EAPAIRR V2.0 ANSP booklet: https://skybrary.aero/sites/default/files/bookshelf/32751.pdf EAPAIRR V2.0 Airspace User booklet: https://skybrary.aero/sites/default/files/bookshelf/32750.pdf EAPAIRR V2.0 AIM/MET booklet: https://skybrary.aero/sites/default/files/bookshelf/32748.pdf EAPAIRR V2.0 Regulatory Authority booklet: https://skybrary.aero/sites/default/files/bookshelf/32749.pdf EAPAIRR V2.0 Airspace Design booklet: https://skybrary.aero/sites/default/files/bookshelf/32747.pdf
Dependencies	GASP Goal 1
Affected stakeholders	States, Industry
Owner	States
EXPECTED OUTPUT	
Deliverable(s)	Timeline
National gap analysis of EAPAIRR recommendations to identify potential gaps and challenges and select appropriate actions to be implemented at State level	2027
Include safety actions in the NASPs and start implementation of identified actions	2028
CHANGES SINCE LAST EDITION	
New action added	
MONITORING	
Monitoring activities	Related SPIs
EUR RASP Implementation Report	n/a

2.4 Runway safety

This section deals with runway excursions, runway incursions and runway collisions, and is a strategic priority.

Runway excursion covers materialised runway excursions, both at high and low speed, and occurrences where the flight crew had difficulties in maintaining the directional control of the aircraft or of the braking action during landing, where the landing occurred long, fast, off-centred or hard, or where the aircraft had technical problems with the landing gear (not locked, not extended or collapsed) during landing.

Runway incursion refers to the incorrect presence of an aircraft, vehicle or person on an active runway or in its areas of protection, which can potentially lead to runway collision as the most credible accident outcome. Despite the relatively low number, the risk of the reported occurrences was demonstrated to be very real.

EUR.SMT.0109 Effective implementation of GAPPRE safety recommendations

GAPPRE represents recommendations that are the result of the combined and sustained efforts of organizations representing all segments of aviation. The organizations that contributed to this action plan are committed to enhancing the safety of runway operations by advocating the implementation of the recommendations that it contains. These organizations include, but are not limited to, aerodrome operators, air navigation service providers, aircraft operators, aircraft manufacturers, R&D organizations, regulators, international organizations and associations.

GAPPRE recommendations are extremely comprehensive and at this stage, it's up to the States and individual organizations to implement them. To ensure a performance-based approach, States need to analyze the current state of implementation of GAPPRE recommendations and identify potential gaps and challenges to be addressed within their NASPs.

Status	New
Reference(s)	Global Runway Safety Action Plan (GRSAP) Global Action Plan for the Prevention of Runway Excursions (GAPPRE)
Dependencies	GASP Goal 1
Affected stakeholders	States, International organizations, Industry
Owner	States
EXPECTED OUTPUT	
Deliverable(s)	Timeline
National gap analysis of GAPPRE recommendations to identify potential gaps and challenges and select appropriate actions to be implemented at State level	2027
Include safety actions in the NASPs and start implementation of identified actions	2028
CHANGES SINCE LAST EDITION	
New action added	
MONITORING	
Monitoring activities	Related SPIs
EUR RASP Implementation Report	n/a

EUR.SMT.0110 **Effective implementation of GAPPRI safety recommendations**

GAPPRI represents recommendations that are the result of the combined and sustained efforts of organizations representing all segments of aviation. The organizations that contributed to this action plan are committed to enhancing the safety of runway operations by advocating the implementation of the recommendations that it contains. These organizations include, but are not limited to, aerodrome operators, air navigation service providers, aircraft operators, aircraft manufacturers, R&D organizations, regulators, international organizations and associations.

GAPPRI recommendations are extremely comprehensive and at this stage, it is up to the States and individual organizations to implement them. To ensure a performance-based approach, States need to analyze the current state of implementation of GAPPRI recommendations and identify potential gaps and challenges to be addressed within their NASPs.

Status	New
Reference(s)	Global Runway Safety Action Plan (GRSAP) Global Action Plan for the Prevention of Runway Incursions (GAPPRI)
Dependencies	GASP Goal 1
Affected stakeholders	States, International organizations, Industry
Owner	States
EXPECTED OUTPUT	
Deliverable(s)	Timeline
National gap analysis of GAPPRI recommendations to identify potential gaps and challenges and select appropriate actions to be implemented at State level	2027
Include safety actions in the NASPs and start implementation of identified actions	2028
CHANGES SINCE LAST EDITION	
New action added	
MONITORING	
Monitoring activities	Related SPIs
EUR RASP Implementation Report	n/a

2.5 Miscellaneous

This section gathers the actions that do not relate to any of the R-HRCs or R-ORCs listed in the previous sections. They may involve different types of actions. The need for having such a category was driven by the constant development of EUR RASP towards new safety areas.

EUR.RMT.0010	Development of flight time limitation (FTL) rules for CAT operations of emergency medical services (EMS) by aeroplanes and helicopters
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Establish harmonised and state-of-the-art rules for EMS

Status	<i>Ongoing</i>
Reference(s)	<i>EASA Safety Promotion on Fatigue and FTL Implementation.</i>
Dependencies	<i>GASP Goal 1 EPAS RMT.0492</i>

Affected stakeholders	<i>Pilots and Aircraft Operators - CAT - Aeroplanes i.a.w. ICAO Annex 6 Part I conducting Emergency Medical Services (EMS) operations</i>
Owner	<i>Non-EU States/EASA</i>

EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework in place</i>	<i>2027</i>

CHANGES SINCE LAST EDITION
<i>Timelines extended</i>

MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>n/a</i>

EUR.RMT.0011	Update and harmonisation of flight time limitation (FTL) rules for CAT by aeroplane for air taxi operations and single-pilot operations taking into account operational experience and recent scientific evidence
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Develop harmonised and state-of-the-art rules for air taxi and single-pilot operations.

Status	<i>Ongoing</i>
Reference(s)	<i>EASA Safety Promotion on Fatigue and FTL Implementation.</i>
Dependencies	<i>GASP Goal 1 EPAS RMT.0493</i>

Affected stakeholders	<i>Aircraft Operators - CAT - Aeroplanes i.a.w. ICAO Annex 6 Part I, Pilots</i>
Owner	<i>Non-EU States/EASA</i>

EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework in place</i>	<i>2027</i>

CHANGES SINCE LAST EDITION
<i>Timeline extended</i>

MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>n/a</i>

EUR.RMT.0036	Requirements for relief pilots
	<i>Address the provisions for the use of cruise relief pilots and cruise relief co-pilots as regards experience, training, checking and crew resource management.</i>
Status	<i>Ongoing</i>
Reference(s)	<i>n/a</i>
Dependencies	<i>GASP Goal 1 & GASP Goal 2 EPAS RMT.0190</i>
Affected stakeholders	<i>Approved Pilot Training Organizations i.a.w. ICAO Annex 1 and Air Operator Certificate Holders i.a.w. ICAO Annex 6, Pilots</i>
Owner	<i>Non-EU States/EASA</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
Regulatory framework in place	2027
CHANGES SINCE LAST EDITION	
<i>Timelines extended.</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>n/a</i>

EUR.RMT.0041 Extended diversion time operations

To harmonise extended diversion time operations (EDTOs) regulation with the related ICAO SARPS and modernise the extended-range twin-engine operational performance standards (ETOPS) regulations.

Status *Ongoing*

Reference(s) *Annex 6 part 1, 4.7*
ICAO Doc 10085 Extended Diversion Time Operations (EDTO) Manual

Dependencies *GASP Goal 1*
EPAS RMT.0392 Subtask 1a

Affected stakeholders *CAAs, Air Operator Certificate Holders i.a.w. ICAO Annex 6*

Owner *Non-EU States/EASA*

EXPECTED OUTPUT

Deliverable(s)	Timeline
<i>Regulatory framework amended</i>	<i>2027</i>

CHANGES SINCE LAST EDITION

Timelines extended

MONITORING

Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>n/a</i>

EUR.SPT.0045 Safety Promotion on Disruptive Passengers	
<i>Develop Safety Promotion to support operators with the reduction of the risks associated with Disruptive/ Unruly Passengers.</i>	
Status	<i>Ongoing</i>
Reference(s)	Latest version of Norwegian declaration: https://www.luftfartstilsynet.no/en/passengers/aviation-collaborates-against-unruly-passengers/ IFALPA https://www.ifalpa.org/media/3902/23pos06-unruly-passengers.pdf ACI https://www.aci-europe.org/downloads/resources/2024%2006%2028%20Unruly%20Pax%20AIRPOL%20DOC.pdf EASA's previous campaign in 2023. EASA Safety promotion video: https://www.easa.europa.eu/notonmyflight
Dependencies	<i>GASP Goal 1</i>
Affected stakeholders	<i>Air Operator Certificate Holders i.a.w. ICAO Annex 6</i>
Owner	<i>CAAs /EASA</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Safety Promotion material</i>	<i>27</i>
CHANGES SINCE LAST EDITION	
<i>Timelines extended</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>n/a</i>

EUR.SPT.0101	Promote awareness of the risks associated with the carriage of misdeclared/undeclared lithium batteries in the cargo compartment and encourage the proactive implementation of robust controls.
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Promote a common understanding of the risks associated with the international carriage of misdeclared/undeclared lithium batteries by exchanging qualitative and quantitative intelligence between states and encourage the industry implementation of robust risk mitigations.

Status *Ongoing*

Reference(s) *Materials developed by EASA Dangerous Goods European Liaison Group (DGELG)*

Dependencies

Affected stakeholders *States, Aircraft operators, Ground handling agents, freight forwarders, shippers, lithium battery manufacturers, designated postal operators.*

Owner *CAAs*

EXPECTED OUTPUT

Deliverable(s)	Timeline
Develop a promotion material to raise awareness regarding li-bat fire in the cabin	2027
Develop a proposal for state level sharing of dangerous goods related information aimed to increase awareness of the issues.	2027
Develop and share safety promotion material for the dangerous goods transport chain (shippers, freight forwarders, ground handling agents and operators) with EUR States via the RESG.	2028

CHANGES SINCE LAST EDITION

Timelines extended

MONITORING

Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>n/a</i>

EUR.SMT.0111 Development of Guidance Material on Tailstrike Risk Modelling

According to IATA Annual Safety Report data, within 2021-2025 there were 35 tailstrike accidents, 10 of them involving EUR operators. The analysis of tailstrike occurrences done by IATA has not identified any peak in specific contributing factors that have led to such increase in numbers. To identify potential further safety barriers, there is a need to develop a guidance material on Tail Strike risk modelling, ensuring all relevant threats, precursors, and contributing factors are systematically identified, monitored, and used to support targeted safety control effectiveness evaluations and EBT programs.

Status	New
Reference(s)	GASP - 3.4 – Other Global Risk Categories of Occurrences IATA Safety Risk Assessment – Aircraft Tailstrikes – Take Off/Landing
Dependencies	GASP Goals 1, 4
Affected stakeholders	AOC Fixed Wing
Owner	States, IATA, IFALPA

EXPECTED OUTPUT

Deliverable(s)	Timeline
IATA, IFALPA to develop Standardized Tailstrike Risk Model Framework customizable across AOCs Fleets, and operations. Including: - A validated list of operational threats, precursors, and contributing factors (e.g., unstable pitch attitude, high flare, excessive rotation rate, etc.) structured for consistent reporting and monitoring. - Clear guidance on which Flight Data Monitoring parameters are needed, how to configure exceedances, and how to analyze precursors leading to tail strike events. - Specific recommendations for integrating tailstrike-related competencies, scenarios, and performance indicators into EBT training profiles	2027
Safety promotion of this guidance at State level	2028

CHANGES SINCE LAST EDITION

New action added	
MONITORING	
Monitoring activities	Related SPIs
EUR RASP Implementation Report	n/a

EUR Regional Aviation Safety Plan (RASP) 2026–2028

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Miscellaneous

EUR.SMT.0112 Analyze and manage the risks associated with the carriage of Portable electronic devices (PED) containing lithium batteries in the cabin and promote the relevant best practices and available guidance

Carriage of portable electronic devices (PED), portable medical electronic devices (PMED), spare batteries, e-cigarettes, and smart luggage by passengers that contain lithium batteries may result in fire, smoke, or fumes in case of malfunction or damage. (e.g., Crushed in an overhead locker or between a seat). Since this kind of occurrences started to happen, ICAO working groups and the industry have been working together to develop recommendations to the involved stakeholders. Some States have started prohibiting the carriage of PED containing lithium batteries in the cabin, which, if not data-driven, could cause unwanted burden to the operators and stress to the travelling public.

States need to ensure that any rulemaking activity is based on actual data and is in line with existing and developed industry's best practices.

Status	New
Reference(s)	Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods 2025-2026 (ICAO Doc 9481) EASA Safety Information Bulletin 2025-03, Issued: 27 May 2025, Passenger and Crew Awareness on the Risks of Lithium Batteries IATA Dangerous Goods Regulations IATA Passenger Campaign Videos IATA Available Guidance Materials
Dependencies	GASP Goal 1
Affected stakeholders	States, AOCs passenger operations, Airports, ground handling service providers, security agents
Owner	CAAs, Industry
EXPECTED OUTPUT	
Deliverable(s)	Timeline
Safety promotion activities (States and Industry) to enhance safety awareness of travelling public on the related risks and required actions	2027
States to review and analyze data from their operators and make relevant risk assessments to support their rulemaking and safety promotion activities with data-driven decisions and in alignment with Industry's best practices	2028
CHANGES SINCE LAST EDITION	
New action added	
MONITORING	
Monitoring activities	Related SPIs
EUR RASP Implementation Report	n/a

3. Flight operations – rotorcraft

This chapter groups all actions in the area of rotorcraft operations.

Rotorcraft operators perform a wide range of highly specialised operations that are important for the European economy and citizens. There is a need to further develop towards an efficient regulatory framework, considering technological advancements.

This area includes three types of operations involving certified rotorcrafts:

- Commercial air transport (CAT) operations, passenger and cargo conducted by ICAO EUR States' AOC holders, including passenger and cargo flights to and from offshore oil and gas installations in CAT;
- Aerial work (specialized operations (SPO)), such as advertisement, photography, with an ICAO EUR State as the State of operator or State of registry; and
- Non-commercial operations with rotorcrafts registered in an ICAO EUR State or for which an ICAO EUR State is the State of operator; this section includes, in particular, training flights.

EUR.SPT.0055 Development of new Safety Promotion material on high profile helicopter issues	
<i>In cooperation with the Vertical Aviation Safety Team (VAST) (previously 'IHSF'), develop new safety promotion material (leaflets, videos, tablet/smartphone applications, etc.) on subjects such as performance-based navigation, point in space, low-level IFR, bird strike, operational and passenger pressure management, aimed at pilots and owners of private helicopters. Such safety promotion material shall address the most important areas of rotorcraft safety.</i>	
Status	<i>Ongoing</i>
Reference(s)	<i>Global Vertical Aviation Safety Team (VAST Resource Library). EASA Rotorcraft Community.</i>
Dependencies	<i>GASP Goal 1 EPAS SPT.0093</i>
Affected stakeholders	<i>Aircraft Operators - Helicopter operations i.a.w. ICAO Annex 6 Part III</i>
Owner	<i>CAAs from non-EU States /EASA</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Posters, videos, articles and social media promotion</i>	<i>2028</i>
CHANGES SINCE LAST EDITION	
<i>Timelines extended</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>n/a</i>

4. Flight operations - General Aviation/leisure flying

This Chapter covers GA non-commercial operations involving aeroplanes with MTOMs below 5 700 kg, as well as all operations with balloons, sailplanes and motogliders.

GA in Europe is maintaining a stable activity involving 10 times more aircraft and airfields than CAT. GA has been since its origin the cradle for innovation and recruitment of young professionals (ATCOs, mechanics, pilots, etc.) and a means to connect people across Europe.

Addressing safety risks in GA in a proportionate and effective manner is a strategic priority.

EUR.SPT.0059 Enhance Pilot Competence and Decision-Making in All Flight Phases	
<i>A significant proportion of General Aviation accidents are linked to human factors, including inadequate flight preparation, poor fuel management, ineffective weather-related decision-making, and loss of aircraft control.</i> <i>States should promote comprehensive pilot competence and decision-making skills through integrated safety campaigns and training, addressing flight preparation, fuel management, weather awareness, threat and error management, and prevention of loss of control in-flight (LOC-I).</i>	
Status	Ongoing
Reference(s)	EASA guidance material: https://www.easa.europa.eu/community/topics/preparing-return-flying https://www.easa.europa.eu/easa-and-you/general-aviation/flying-safely/loss-of-control https://www.easa.europa.eu/easa-and-you/general-aviation/flying-safely/loss-of-control-in-approach-and-landing https://www.easa.europa.eu/easa-and-you/general-aviation/flying-safely/loss-control-take-off https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-crosswind-final-turn https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-weather-briefing-process https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-density-altitude https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-weather-radar-information https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-winter-planning Winter Flying EASA Community (europa.eu) EASA Webinar on planning & decision making in GA https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-fuel-caution-light
Dependencies	GASP Goal 1
Affected stakeholders	Recreational Aviation – aeroplane - non commercial operations
Owner	CAAs from non-EU States/EASA
EXPECTED OUTPUT	
Deliverable(s)	Timeline
Consolidated GA safety promotion material addressing preparation, decision-making, weather, fuel management, and LOC-I prevention.	2026
Promotion of pilot awareness of risk factors across all phases of flight and TEM principles	2028
CHANGES SINCE LAST EDITION	
New broad action combining EUR.SPT.0059, EUR.SPT.0063, EUR.SPT.0064, EUR.SPT.0066, EUR.SPT.0088	
MONITORING	
Monitoring activities	Related SPIs
EUR RASP Implementation report	n/a

EUR.SPT.0065 Promote instrument flying for GA pilots	
<i>GA pilots face challenges when operating in deteriorating weather with a higher risk of unintended flight into IMC with limited access to IFR and gaps in training.</i> <i>States should support safe integration of GA into advanced operational environments by promoting IFR competences and encouraging the safe use of modern navigation and weather technologies.</i>	
Status	Ongoing
Reference(s)	Related EASA ‘Sunny swift’ promotion material: https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-easier-and-safer-flying-ifr https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-weather-radar-information https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-taf-what-it-means-practice
Dependencies	GASP Goal 1 EPAS SPT.0088
Affected stakeholders	Recreational Aviation – aeroplane - non commercial operations
Owner	CAAs/EASA
EXPECTED OUTPUT	
Deliverable(s)	Timeline
Promotion of IFR competences for GA pilots	2028
Promotion of the usage of electronic tools for navigation and weather decision-making	2028
CHANGES SINCE LAST EDITION	
Generalized EUR.SPT.0065	
MONITORING	
Monitoring activities	Related SPIs
EUR RASP Implementation report	n/a

EUR.SPT.0060 Strengthen Collision Avoidance through Technology and Airspace Measures	
<i>Mid-air collisions (MAC) remain a high-consequence risk in GA, particularly in congested and/or complex airspace. Contributing factors include insufficient situational awareness, lack of adoption of electronic conspicuity technologies, and complex airspace design.</i> <i>States should promote measures that strengthen collision avoidance, including the adoption of iConspicuity technologies, awareness campaigns on see-and-avoid limitations and on operation in congested and/or complex airspace.</i>	
Status	Ongoing
Reference(s)	<u>EASA Preventing Mid-Air Collisions.</u>
Dependencies	GASP Goal 1 EPAS SPT.0119
Affected stakeholders	Recreational Aviation – aeroplane - non commercial operations
Owner	CAAs/EASA
EXPECTED OUTPUT	
Deliverable(s)	Timeline
Promotion on see-and-avoid limitations and on safe operation in congested and/or complex airspace & incentives programmes for GA pilots	2028
CHANGES SINCE LAST EDITION	
Combined action of EUR.SPT.0060 and EUR.SPT.0093	
MONITORING	
Monitoring activities	Related SPIs
EUR RASP Implementation report	n/a

5. Design and production

This chapter includes all the actions that are relevant to design and production.

Design and production improvements may limit the probability and/or severity of technical failures. Many fatal accidents involve some sort of technical failure, in many cases not properly managed during flight, thus making it a precursor of other types of accident. This does not necessarily mean that the technical failure was the direct cause of the accident, but that a system component failure was identified in the sequence of events in a number of serious incidents and accidents over the past years. Handling of technical failures in this context means the ineffective handling of a non-catastrophic technical failure by the flight crew. This could be an engine failure, an avionics system failure or some other recoverable technical failure. The cause of the accident is usually the result of a combination of circumstances and events that can only be understood after reading the investigation report.

EUR.RMT.0067	Reduction of runway excursions through enhancing aeroplane technologies.
<i>The objective of this task is to increase the level of safety by reducing the number of REs through mandating existing technologies on aeroplane that allow to measure remaining runway left and thus support pilot-decision-making. Put more emphasis on safety objectives against the risk of REs, while providing more flexibility in terms of design solutions. The means to achieve these objectives will be provided in a technical standard developed jointly by industry and CAAs with the support of an international standardisation bodies (like EUROCAE).</i>	
Status	Ongoing
Reference(s)	ATM Master Plan Level 3 – Plan (2024): SAF11 – Improve runway safety by preventing runway excursions Regulation (EU) 2020/1159 of 05/08/2020 ⁴
Dependencies	GASP Goal 1 EPAS RMT.0570 (completed)
Affected stakeholders	Air Operator Certificate Holders i.a.w. ICAO Annex 6, Organizations responsible for the type design of aircraft, engines, propellers or components i.a.w. ICAO Annex 8, Applicants for TC/STC i.a.w. ICAO Annex 8
Owner	Non-EU States/EASA
EXPECTED OUTPUT	
Deliverable(s)	Timeline
Regulatory framework in place	2027
CHANGES SINCE LAST EDITION	
Timelines extended	
MONITORING	
Monitoring activities	Related SPIs
EUR RASP Implementation report	EUR.SPI.1.2.01.4

⁴ <https://eur-lex.europa.eu/legal-content/DE/TXT/PDF/?uri=CELEX:32020R1159>

6. Maintenance and continuing airworthiness management

This chapter includes all the actions that are relevant to maintenance and continuing airworthiness management.

Like in the case of design and manufacture improvements, maintenance improvements may limit the probability and/or severity of technical failures. Many fatal accidents involve some sort of technical failure, in many cases not properly managed during flight, thus making it a precursor of other types of accident. This does not necessarily mean that the technical failure was the direct cause of the accident, but that a system component failure was identified in the sequence of events in a number of serious incidents and accidents over the past years. Handling of technical failures in this context means the ineffective handling of a non-catastrophic technical failure by the flight crew. This could be an engine failure, an avionics system failure or some other recoverable technical failure. The cause of the accident is usually the result of a combination of circumstances and events that can only be understood after reading the investigation report.

Certain existing requirements are either not efficient or not proportionate to the risks involved.

EUR.RMT.0068		Functions and responsibilities of maintenance certifying staff and support staff	
Introduce principles for increased robustness of the maintenance certification process eliminating potential ‘safety gaps’ by clarifying the roles and responsibilities of certifying staff, support staff and ‘sign-off’ staff, both in line and base maintenance.			
Status	Ongoing		
Reference(s)	n/a		
Dependencies	GASP Goal 1 EPAS RMT.0097		
Affected stakeholders	Approved Maintenance Organizations		
Owner	Non-EU States/EASA		
EXPECTED OUTPUT			
Deliverable(s)			Timeline
Regulatory framework amended			2027
CHANGES SINCE LAST EDITION			
Timelines extended.			
MONITORING			
Monitoring activities			Related SPIs
EUR RASP Implementation report			n/a

7. Air traffic management/air navigation services

There is still a lack of harmonised rules based on ICAO SARPs in order to ensure compliance with the essential requirements that apply to ATM/ANS. Rules must ensure that ATM/ANS systems and their constituents are successfully designed, manufactured and installed. If not, the achievement of the overall objectives of ATM/ANS may be compromised.

This may entail the inclusion of additional requirements concerning flight procedure design, ATS, AIS/AIM. Safe and cost-effective ATM/ANS provision also needs to ensure harmonised conformity assessment of their supporting systems and constituents, so that the equipment involved performs as expected during the intended operation. Implementation issues associated with ATM/ANS systems and constituents should also be addressed, especially those related to lack of interoperability and performance that may have an impact on operations.

EUR.RMT.0019 Regulation and Oversight of Search and Rescue (SAR) services	
<i>Review and improve existing regulatory requirements and guidance material for the establishment and safety oversight of Search and Rescue services, making use of the documents developed by the EUR SAR Task Force.</i>	
Status	<i>Ongoing</i>
Reference(s)	<i>EUR Doc 039 – EUR SAR Plan EUR Training programme for SAR Inspectorate Staff EUR Search and Rescue Inspector’s handbook EUR Guidance Material for the implementation and monitoring of Preferred SAR Capability Specifications (PSCS) of EUR SAR plan.</i>
Dependencies	<i>GASP Goal 2</i>
Affected stakeholders	<i>CAAs, Providers of Search and Rescue services</i>
Owner	<i>States</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework amended</i>	<i>2027</i>
CHANGES SINCE LAST EDITION	
<i>Moved from general chapter on organizational challenges, Timelines extended</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>n/a</i>

8. Aerodrome operations and ground handling

This Chapter addresses aerodrome design and operations, as well as aerodrome operators and all ground handling related aspects. These risk areas include all ground handling and apron management-related issues (aircraft loading, de-icing, refuelling, ground damage, etc.) as well as collision of the aircraft with other aircraft, obstacles or vehicles while the aircraft is moving on the ground, either under its own power or being towed. It does not include collisions on the runway.

Actions in this Chapter address safety in terms of developing and maintaining a legal framework commensurate with the complexity of ADR activities and management of potential risks. Further actions in this Chapter aim at ensuring compliance with the ICAO SAPRs and a harmonised approach which will further facilitate improvement of safety level within the EUR Region.

EUR.RMT.0079 Handling of dangerous goods at aerodromes

Establish relevant regulatory requirements for aerodrome operators to designate appropriate areas for the storage of dangerous goods, establish methods for the delivery storage, dispensair-operators ing and handling of dangerous goods at the aerodrome. Include requirement for aerodrome operators to train their personnel in the handling of dangerous goods, in the case that the aerodrome operator is acting as sub-contractor (handling agent) of air operators.

Status	<i>Ongoing</i>
Reference(s)	<i>Commission Delegated Regulation (EU) 2025/20 – 24 Ground Handling</i>
Dependencies	<i>GASP Goal 1 & GASP Goal 2 EPAS RMT.0728 Completed</i>

Affected stakeholders	<i>Operators of certified aerodromes i.a.w. ICAO Annex 14 Vol. I</i>
Owner	<i>Non-EU States</i>

EXPECTED OUTPUT

Deliverable(s)	Timeline
<i>Regulatory framework in place</i>	<i>2028</i>

CHANGES SINCE LAST EDITION

Timelines extended.

MONITORING

Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>n/a</i>

EUR.RMT.0082 Development of requirements for groundhandling and promoting safety management

Develop a regulatory framework and guidance for the safety of ground handling.

This shall consider operational requirements, organizational requirements and authority requirements, as deemed necessary.

Promote safety management in groundhandling, e.g. on the basis of Industry standards, by providing guidance and best practice.

Encourage collaborative safety management among all parties involved in aerodrome operations.

Status	Ongoing	
Reference(s)	Commission Delegated Regulation (EU) 2025/20 – 24 Ground Handling	
Dependencies	GASP Goal 1	
	GASP Goal 2	
	EPAS RMT.0728 Completed	
Affected stakeholders	CAAs, Air Operator Certificate Holders i.a.w. ICAO Annex 6, Operators of certified aerodromes i.a.w. ICAO Annex 14 Vol. I, Groundhandling Services Providers i.a.w. ICAO Annex 9 or Annex 14 and groundhandling staff	
Owner	Non-EU States	
EXPECTED OUTPUT		
Deliverable(s)		Timeline
Safety promotion campaign		2026
Regulatory framework in place		2028
CHANGES SINCE LAST EDITION		
Timelines extended.		
MONITORING		
Monitoring activities		Related SPIs
EUR RASP Implementation report		n/a

EUR.SPT.0095	Counter-UAS measures and UAS incident management at aerodromes
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States should support the aerodrome operators, ATS providers and aircraft operators in preventing and managing incidents of unauthorised UAS operations in the vicinity of aerodromes, while at the same time keeping operational disruptions at a minimum.

EASA is acting as the European coordinator of the Counter Drones (C-UAS) Action Plan, with the five objectives to deliver safety promotion and guidance material to educate the public and raise awareness to reduce the misuse of UAS around the aerodromes, to prepare the aerodromes to mitigate such risks, to assess the safety risks and ensure that the C-UAS measures are swiftly considered from a global safety perspective and to ensure an adequate occurrence reporting.

The following material has been already delivered:

- https://www.easa.europa.eu/sites/default/files/dfu/easa_printmotif01_version005.pdf
- <https://www.easa.europa.eu/document-library/general-publications/infographics-drones>
- https://www.easa.europa.eu/sites/default/files/dfu/drone_incident_management_at_aerodromes_part1_website_suitable.pdf

More information can be found via:

- <https://www.easa.europa.eu/en/domains/civil-drones>

Status	Ongoing
Reference(s)	EPAS C-UAS Action Plan Objective #2: Prepare aerodromes to mitigate risks from unauthorised drone use (completed)
Dependencies	EPAS SPT.0091
Affected stakeholders	CAAs, UAS operators (individuals and organizations), UAS manufacturers, manned aviation community, model aircraft community, Providers of Air Navigation/Air Traffic Management Services i.a.w. ICAO Annex 11, U-space service providers, Operators of certified aerodromes i.a.w. ICAO Annex 14 Vol. I, all airspace users.
Owner	CAAs/EASA
EXPECTED OUTPUT	
Deliverable(s)	Timeline
Counter-UAS action plan as part of or referenced in the NASP	2027
CHANGES SINCE LAST EDITION	
Timelines extended.	
MONITORING	
Monitoring activities	Related SPIs
EUR RASP Implementation report	n/a

9. Unmanned aircraft systems (UAS)

This chapter includes all the actions that are relevant to ensure the safe integration of civil unmanned aircraft systems into the aviation system, while enabling standardised UAS operations as well as more complex operations of UAS such as operations in an urban environment (e.g. urban air mobility).

In order to ensure safe UAS operations, it is extremely important to manage the safe integration of UASs into the airspace. European stakeholders are developing rules for what is named U-space⁵. U-space is a set of new services and specific procedures designed to support the safe, efficient and secure access to airspace for large numbers of drones⁶.

⁵ U-space is the European name for unmanned traffic management (UTM).

⁶ The ATM Master Plan reflects the details about the integration of UASs into the EU airspace.

EUR.RMT.0083 Introduction of a regulatory framework for the operation of drones

Development of regulatory framework for the three categories of RPAS defined:

- Open category: Low-risk operation not requiring authorisation or declaration before flight;
- Specific operation category: Medium-risk operation requiring authorisation or declaration before flight; and
- Certified category: High-risk operation requiring certification process.

Development of adequate rules to enable U-space implementation.

Status	<i>Ongoing</i>
Reference(s)	Commission Regulation (EU) 2019/945 of 12/03/2019 ⁷ Commission Regulation (EU) 2019/947 of 24/05/2019 ⁸ Commission Delegated Regulation (EU) 2024/1108 of 13 March 2024 amending Regulation (EU) No 748/2012 as regards the initial airworthiness of unmanned aircraft systems subject to certification and Delegated Regulation (EU) 2019/945 as regards unmanned aircraft systems and third-country operators of unmanned aircraft systems; and Commission Implementing Regulation (EU) 2024/1110 of 10 April 2024 amending Regulation (EU) No 748/2012 as regards the initial airworthiness of unmanned aircraft systems subject to certification and Implementing Regulation (EU) 2019/947 as regards the rules and procedures for the operation of unmanned aircraft Commission Implementing Regulation (EU) 2021/664 of 22 April 2021 — Regulatory framework for the U-space ⁹
Dependencies	GASP Goal 1 EPAS RMT.0230

Affected stakeholders States, UAS operators (individuals and organizations), UAS manufacturers, manned aviation community, model aircraft community, Providers of Air Navigation/Air Traffic Management Services i.a.w. ICAO Annex 11, U-space service providers, Operators of certified aerodromes i.a.w. ICAO Annex 14 Vol. I, all airspace users.

Owner Non-EU States/EASA

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Regulatory framework in place for all categories	2028

CHANGES SINCE LAST EDITION

Timelines extended.

MONITORING	
Monitoring activities	Related SPIs
EUR RASP Implementation report	n/a

⁷ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32019R0945>

⁸ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32019R0947>

⁹ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32019R0947>

EUR.SPT.0084 Safety Promotion on civil UAS (drones)

Coordinate EUR activities to promote safe operation of UAS (drones) to the general public.

Consider the following safety Promotion material for creating public awareness and understanding of the existence and purpose of geographical zones:

- https://www.easa.europa.eu/sites/default/files/dfu/easa_printmotif01_version005.pdf
- <https://www.easa.europa.eu/document-library/general-publications/infographics-drones>

Additional promotion material can be found on the EASA website <https://www.easa.europa.eu/en/domains/civil-drones> and on the EASA YouTube Channel.

Status *Ongoing*

Reference(s) *n/a*

Dependencies *GASP Goal 1
EPAS SPT.0091*

Affected stakeholders *CAAs, UAS operators (individuals and organizations), UAS manufacturers, manned aviation community, model aircraft community, Providers of Air Navigation/Air Traffic Management Services i.a.w. ICAO Annex 11, U-space service providers, Operators of certified aerodromes i.a.w. ICAO Annex 14 Vol. I, all airspace users*

Owner *CAAs/EASA*

EXPECTED OUTPUT

Deliverable(s)	Timeline
<i>Safety Promotion material</i>	<i>2028</i>

CHANGES SINCE LAST EDITION

Timelines extended.

MONITORING

Monitoring activities	Related SPIs
<i>EUR RASP Implementation report</i>	<i>n/a</i>

10. New technologies and concepts

This Chapter addresses the safe integration of new technologies and innovative solutions into the aviation system, except for civil drones, which are addressed in the previous Chapter. While many of the technologies and innovations emerging in the aviation industry bear significant potential to further improve the level of safety and/or efficiency, the EUR RASP must give due consideration to the safety issues deriving from new technologies, new operational concepts or novel business models¹⁰.

EUR.SMT.0113 Managing risks associated with the development of new technologies and business models

The fast pace of technological innovation and the emergence of novel business models (such as advanced/urban air mobility and disruptive operational concepts) create new safety hazards that require proactive identification and management to ensure safe system integration. It needs to be ensured that emerging technologies and innovative business models are introduced into the aviation system with identified and mitigated risks, enabling safe, scalable and harmonised operations across the EUR region.

States should include risks associated with the development of new technologies and business models in their risk management / safety management processes under SSP.

Status	New
Reference(s)	GASP, Section 5.5 EPAS, Vol. II, 11. New technologies and concepts
Dependencies	GASP Goal 3 GASP Goal 5
Affected stakeholders	Service providers, States/CAAs
Owner	States/CAAs
EXPECTED OUTPUT	
Deliverable(s)	Timeline
SSP/NASP amended to include management of risks associated with the development of new technologies and business models.	2028
CHANGES SINCE LAST EDITION	
New action added	
MONITORING	
Monitoring activities	Related SPIs
EUR RASP Implementation Report	n/a

¹⁰ In the ATM domain, for For EASA Member States the SESAR covers the development of new technologies for a better management of Europe's airspace as well as their contribution to the achievement of the SES goals and safety targets.

EUR.SPT.0114 Awareness raising and training support for Advanced Air Mobility (AAM)

The accelerated development and introduction of innovative advanced air mobility systems (e.g. electric and hybrid propulsion, hydrogen, vertical take-off and landing (VTOL) aircraft, gyroplanes, etc) present unfamiliar technical and operational characteristics that necessitate enhanced awareness and competency among aviation personnel. Aviation personnel, operators and regulators should possess adequate awareness, knowledge and training to operate, maintain and oversee those technologies safely and confidently.

States should develop and distribute / publish awareness and educational materials (videos, leaflets, information) on operational and maintenance safety risks associated with introduction of related new technologies.

Status	New
Reference(s)	GASP, Section 5.5 EPAS, Vol. II, 11. New technologies and concepts
Dependencies	GASP Goal 5 GASP Goal 6

Affected stakeholders Service providers, States/CAAs

Owner EASA/States

EXPECTED OUTPUT

Deliverable(s)	Timeline
Safety promotional activities to include awareness material package (videos, leaflets, modules), training workshops, etc	2028

CHANGES SINCE LAST EDITION

New action added

MONITORING

Monitoring activities	Related SPIs
EUR RASP Implementation Report	n/a

EUR.SPT.0115 Safety promotion on AI integration and human factors

Rapid advancements in artificial intelligence and its increasing integration into aviation systems introduce new challenges related to human-machine interaction, trust, ethical decision-making and potential shifts in human performance and workload.

States should promote awareness through workshops, leaflets, and online resources on safe AI adoption, including training for personnel on AI limitations and technologies that could be used e.g. to predict AC maintenance, flight route optimisation, turbulence forecast, as well as ethical use, and oversight. Focus on mitigating risks like over-reliance on AI in decision-making.

Status	<i>New</i>
Reference(s)	<i>GASP, Section 5.5 EASA Human Factors in AI guidance.</i>
Dependencies	<i>GASP Goal 3 GASP Goal 6</i>

Affected stakeholders *Service providers, States/CAAs*

Owner *EASA/States*

EXPECTED OUTPUT

Deliverable(s)	Timeline
<i>Safety promotion material (videos, webinars, leaflets), workshops, etc</i>	<i>2028</i>

CHANGES SINCE LAST EDITION

New action added

MONITORING

Monitoring activities	Related SPIs
<i>EUR RASP Implementation Report</i>	<i>n/a</i>

11. Impact of climate change and environmental protection on safety

Climate change and the global transition toward environmental sustainability present evolving considerations for aviation safety.

Increasing temperatures and more frequent extreme weather events—such as convective storms, severe turbulence, wildfires, and flooding—can adversely affect aircraft performance, operational predictability, and the resilience of aerodrome infrastructure.

The adoption of measures to meet global environmental objectives, including the introduction of sustainable aviation fuels, emerging propulsion technologies, and new energy-storage systems, introduces additional safety aspects related to fuel characteristics, system integration, and maintenance practices.

Efforts to reduce emissions through enhanced air traffic management, optimized trajectories, and increased airspace efficiency may also result in higher traffic density and require strengthened coordination to preserve safety margins. As States and industry partners progress toward environmental goals, a systematic approach to safety—supported by updated standards, data-driven risk assessments, and continued capacity-building—will be essential to ensure that climate-related impacts and mitigation measures are effectively managed within the EUR aviation safety framework.

EUR.SMT.0116 Monitoring of impact of climate change on aviation safety

Ongoing and projected changes in global climate patterns are influencing key operational factors such as turbulence, icing, extreme weather events and airport accessibility, requiring continuous monitoring to detect emerging trends and inform risk management. Timely detection and understanding of climate change effects on aviation operations, enabling data-driven updates to risk assessments, procedures and adaptation strategies are necessary.

States should collect and analyse data on the effects of climate change (e.g. increased frequency/intensity of extreme weather events, turbulence, heatwaves, wind shear changes, airport flooding/infrastructure constraints) on safety, operational efficiency, and capacity (e.g. weather-related delays/cancellations, incidents/serious incidents linked to adverse conditions, turbulence encounters, LOC-I contributions).

Status	New
Reference(s)	GASP, Section 3.4 European ATM Master Plan (2025 edition / SESAR) EPAS 2026 (Volume I/II): Strategic priority "Managing the impact of climate change on aviation"
Dependencies	GASP Goal 1 GASP Goal 3
Affected stakeholders	Service providers, States/CAAs
Owner	States
EXPECTED OUTPUT	
Deliverable(s)	Timeline
Monitoring and collection of information on possible effects, SSP/NASP amended, if needed.	2028
CHANGES SINCE LAST EDITION	
New action added	
MONITORING	
Monitoring activities	Related SPIs
EUR RASP Implementation Report	n/a

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